STOCKS, BONDS, COTTON, GRAIN

"SLUMP IN THE MARKET HAS EFFECT ON WHEAT

MARKET CONDITIONS ARE MORE HOPEFUL

Speculative Market Distinguished by Feverish Heaviness and Lower Prices.

AFFECT FOREIGN SHIPMENTS

Large Deals Abandoned Because of Prohibitive Rates for

Money.

rumors the out of the first an earlier forecast of the last half of the week there was further demoralization in the speculative wheat market. At times offer lings were exceedingly heavy, and it was said that some of the largest professional holders in Chicago had been selling freely. It was the universal impression that the heavy selling was mainly caused by the panicky conditions in the stock market and the closing of several banking institutions.

Outlook Favorable.

In view of these facts, it is receipt of big order fairly good limit it dies.

Outlook Favorable.

In view of these facts, it is small ronder that exporters here have been a receipt of big orders, and generally t fairly good limits; but they often dound it difficult to accomplish anything noteworthy because of the remarkable stringency in the money market, and the great difficulty of lacing foreign exchange. It is pretty cenerally agreed that exporters would have taken fully 1,000,000, if not ,000,000, bushels more this week than hey did had conditions been normal. Consequently, conservative merchants feel confident that wheat values are down to a reasonably low level, and in a position to rally as soon as financial affairs become more settled.

Corn Prices Follow Movement in Wheat. Speculative interest in the corn mar-

ret was apathetic, and the fluctuations gradual sagging tendency. This, howthere is no general pressure to sell orn, as it is considered comparatively low, in view of the small sup-ply available and the unsatisfactory harvesting returns. The yield in many sections is turning out smaller than expected, and consequently farmers are expected, and consequently larmers are spowing little inclination to sell. Of-ferings of cash corn for prompt de-livery and to arrive soon have been slightly larger, and hence prices have weakened a little, but without result-ing in much activity.

WHERE EUROPIL WILL GET WHEAT

Calculations of the Importers, Which Have a Bearing on Our Market.



"¥31

THE STOCK MARKET OF THE WEEK

For the calendar year to date: 1907. 1908. 1905. 1905. 1904. 1905. Shares 173.244.230 243.859.278 204.659.078 125.157.754 134.103.223 1908. 242.000 \$5378.045.000 \$8327.90.000 \$8397.655.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.000 \$645.555.00

Moncy.

THE STOCK MAINKET OF THE WEEK.

The fololwing table shows the week's lightest lowest and closing prices individual sales and net changes of all songers of the week yes peculative wheat markets.

Were distinguished by great feverish features. With an almost entire lack of support prices broke in a sensa titonal way.

Support prices broke in a sensa titonal way.

Lional way.

As a result of the big declines in the values of various stocks a great deal of demoralization was created among grain dealers. Fortunately, there was one redeeming feature, and that was the comparative strength of European markets, cables being declines and the changes of all sensative strength of European markets, cables being declined the strength of the comparative strength of the propagation of the strength of the propagation of the strength of the str

THE BOND MARKET OF THE WEEK.

			State Bonds.			
15	007.	Sales	in			Net
High.	Low			High.	Low.	Close, ch.
301/4	20	25	Va. df. sixes, Br. Bro. and Co. cts	23	23	23 - 21/2
			Railway and Miscellaneous Bonds.			
1	907.	Sale				Net
High.				High.	Low.	Close, ch.
911/4	80	10	American Hide and Leather sixes	82	80	80 - 21/4
7914	55	845	American Tobacco fours	(2)	55	57
110%	85	701	American Tobacco sixes	901/6	85	86 4
11034	861/6	10	American Tobacco sixes, reg	854	851/2	851/2-101/2
984	8414	44	Atlantic Coast Line fours	87	841/6	85 2
9314	88	51	Baltimore and Ohio prior lien 31/5s	901/8	. 88	881/2 11/2 93 - 2%
10234	93	45	Baltimore and Ohio gold fours	961/4	93	93 - 276
96	86	99	B. and O., P., L. E. and W. Va. fours	89	85	85 - 31/2
90%	84	37	B. and O., Southwest, dlv. 348	864	84	841/2 1/2
111	98	21	Central of Georgia Railway con. fives	103	98	99 - 3
116	105	6	Chesapeake and Ohio con. fives	109	105	105 - 61/2
105%	931/2	32	Chesapeake and Ohlo gen. 41/28	96	931/2	9314-214
1004	9214	1	C. and O., R. and A. first con. fours	9214	9214	9214- 214
139%	941/4	665	Consolidated Gas sixes	10414	941/4	9514-714
79	56	19	Con. Tobacco feurs	5616	56	56 - 7
1031/2	98	- 5	Illinois Central fours, 1963	99	98	98 - 1 $110 - 1$
11114	1081/2	2	Louisville and Nashville goud fives	111	110	
109	106	2	Louisville and Nashville col. tr. fives	9514	93	105 - 1 $93 - 24$
1011/4	93		Louisville and Nashville uni. fours	951/4	9614	951/ 93
106	9614	10	Missouri Pacific tr. fives, 1917	- 96	96	95¼-2¼ 96 - 1
105	96	2	Missouri Pacific col. tr. fives, 1920 Nash., Chat. and St. Louis first sevens	11256	10546	10816-4
11838	1081/4	30	Norfolk and Western con, fours	911/2	90	90
9934	90 78		N. and W., P., C. and C. fours	80	78	78 - 8
911/2	9474	293	Northern Pacific first fours	9814	9474	95 - 3
7454	6516	. 65	Northern Pacific gen. threes	69	671/2	6714-114
88	88	2	Pennsylvania Railroad fours, 1906	88	88	88
100%	8814	457	Pennsylvania Railroad cvt. 31/2s, 1912	9314	881/2	89 - 4
96	8315	1.022	Pennsylvania Railroad cvt. 31/2s, 1915	88%	831/2	84 - 414
96	93	1,000	Pennsylvania Railroad gtd. 31/2s, 1916	93	93	93 14
8234	63	7	Seaboard Air Line fours	64	63	63 - 1
96	831/2	111	Southern Pacific ref. fours	887/4	831/2	8414 514 76 - 6
9014	75	21	Southern Pacific col. tr. fours	82	75	76 - 6
11334	91%	02	Southern Railway con. fives	981/2	91%	93 - 57%
100%	100	2	Tenn. Coal and Iron. Birm. div. sixes	102	100	100 - 11/2
10214	96	203	Union Pacific first fours	981/2	96	9614- 194
93	78%	2,405	Union Pacific cvt. fours	84%	781/4	80 41/3
99%	16	2,111	United States Steel fives	92	88	881/2- 15/8
98	85	5	Virginia Iron, Coal and Coke fives	85	85	85
6734	40	50	Wabash fours	461/2	40	4016- 61/2
114	104	50	Wabash first fives	1061/2	104	104 - 3
To	tal sa	les fo	r the week, including \$5,058,000 governmen	tand	munici	par bonds,
were	\$22,808.	LXXI.				and the second second

WHERE IS ALL THE MONEY?

CAUGHTUNG of the North Control of the State of the North Control of the

Tuesday, Thursday, Saturday

Fast trains leave Byrd Street Station
6 A.M. and 9 A.M. (Cannon Ball). Relationing leave Norfolk 4:39 P. M. and
Tib P. M. same day.

To Exposition
Every Thursday,
ROUND—\$1.50—TIPR

Special fast train leaves litchmond.

Special fast train leaves litchmond. Special fast train leaves incompanies as a his week's are achieved. As a leaves at the companies of a wildly overdone middle was because of a wildly overdone incompanies of care, and leaves there, remaining at 8 P. M.
Only line to Norfolk and Exposition of Care.

Stated to have offered 200 per cent., without obtaining a loan.

In the three great panies of the past part of the past panie, and November, 1873. May, 1884, and July, 1893—last Thursday's rate was twice exceeded. Thursday's rate was twice exceeded. 1870 per cent. in 1884 it was 1440. In 1873 the lighest rate, at the climax of the panic, was 74 per cent. on July 2014 per cent. On July 2014

Clearing-House Certificates Will Mean Easier Money This

BARGAIN-HUNTERS AT WORK

Brokers Surprised by Banks Naming Lower Rates, and Customers Profit.

troulse among banking 'ingultution' very soon.

Lean Certificates.

Various opinions were expressed in the morning on the question of clearing house loan certificates, but the association did not take action until just before the close of the market. The sanct content of the dissued a call for a meeting of all the members of the association was taken earlier to mean, nowever, that the certificates would probably be issued. Whatever differences of opinion there are with regard to the use of this emergency measure it was said that whatever action was sociation would be accepted without the necessity of taking their one in speculative matters from the bankers, and many of them have referred the questions which came up in their offices to their banks before finally deciding upon them.

Then the publication of the bank statement was delayed beyond the statement would be issued. This show to recite the sanction to the effect that no bank statement would be issued. This about yarn did not lack believers, and only its essential absurdity, prevents and with the mergating the result in the receivable promptiness in view of the situation. No one can say whether the bank statement was in life with expectations, as no one had any definite idea of what it might be expected to fook like. In view of the disturbance of the week, the estimate of a deficit was not regarded as at all bad, inasmuch as such a possibility had been credited on the first day of the run on one of the trust companies.

The deficit in reserve is \$1.233,300.

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The first marked of the run on one of the trust companies.

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The de

companies.

The deficit in reserve is \$1,233,300.

The item showing the increase in United States deposits was regarded with satisfaction, making the substantial total of \$13,613,500. The decrease in reserves was \$12,415,950, and the increase in loans \$10.864,700. Naturally there was a very heavy loss in cash, amounting to more than \$12,800,000. After the publication of the bank statement the general comment was, from a stock-market point of view, that it did not possess any significance, "inasmuch as the conditions in the speculative markets were very clearly defined, even before the official figures of the Clearing-House Association were



Call at this bank and receive a pocket savings bank free of

Carry it in your pocket and FORM THE HABIT OF SAVING YOUR IMES. It will hold 25 dimes or more in it, you can bring a rad we will open it and place contents to, your credit, issuing a ragular savings deposit passks. We return the little bank to you, and you can fill it again.

We 3 % Interest on Your Savings and Compound It Twice a Year.

American National Bank

American Bank Building, Richmond, Va. "As Safe as the Safest."

NATIONAL STATE BANK

OF RICHMOND, VA.

Capital, \$500,000 Surplus, \$300,000

Alexander Cameron, John S. Ellett, Joseph M. Fourqurean, James D. Crump, Granville G. Valentine, J. L. Antrim, OFFICERS.

JOHN S. ELLETT, President. WM M. HILL, Cashler, JULIEN H. HILL, Assistant Cashler,

This Bank offers pairons every modern facility in its Banking, Foreign Exchange and Safe Deporit Departments.

Interest Allowed on Savings Deposits.

GOOD TOBACCO VERY LOW. Inferior Grades Bring Full Value

Money to Loan

on desirably located business or resi-

Mr. J. T. Lawrence. HOME OFFICE, RICHMOND, VA.

'Ask Mr. Bowman' About Steamship Tickets.

LINES.

SAMUEL H. BOWMAN,

Steamship and Tourist Agent,
No. 805 East Main Street, Richmond, Va

Steamboats.

Tirginia Navigation Co.'s JAMES RIVER DAY LINE.

To Jamestown Exposition

Steamers Stop at Exposition Grounds Pier Steamers stop & Labourina to 104th Street.
Freight received for above-named place and all points in Eastern Virginia, North Carolina and the East.
JOHN F. MAYER, Agent.
IRVIN WEISIGER, Gen'l Mgr.

OLD DOMINION STEAMSHIP CO.

Night Line for Norfolk

Street) at 7 F. M., stopping at Newport News en route. Fare, \$2.59 one way; \$4.59 round trip, including stateroom berth; meals extra. Street cars to steamer's wharf.

FOR NEW YORK.

Via Night Line Steamers (except Saturday) mrking donnection in Norfolk with Main Line Ship following day at 7-P. M.; also Norfolk and Western By, at 9 A. M. and 2 P. M., and Chesspeake and Ohio Ry, at 9 A. M. and 4 P. M., making connection daily (except Sunday) at Norfolk with Main Line Stips sailing 7 P. M. Tickets 808 E. Main St. Richmond Transfer Co., 819 E. Main St., Tie Jefferson, Murphy's Hotel.

Merchants and Miners Transportation Co.

Norfolk to Boston, Mass.
and Providence, R. J.
Steamors leave Norfolk for Boston Tiesday, Wednesday, Friday and Saturday, For
Providence Monday, Thursday and Saturday
at 5 P. M. Fassengers and freight taken
for all New England points. Tickets on
sale at C. & O. Ry, N. & W. Ry, Offices and
Nos 808 and 819 East Main.

Clyde Steamship Company.

PHILADELPHIA.

RICHMOND AND NORFOLK LINE.
Freight received and delivered daily at
C. & O. Ry. Co.'s Depot, Seventeenth and
Bread Streots, H. K. WOODPIN, Solicting
Agent, Clyde Line Wharf. Phone 510.

Railroads.

R. F. & P RICHMOND.

R. F. & P FREDBRICKBBURG

& POTOMAC R. R.

TRAINS LEAVE RICHMOND - NORTHWARD.

17:00 A M.—Daily—Byrd St. Through.

7:00 A M.—Daily—Main St. Through.

7:00 A M.—Week Days—Eibn. Ashland.

Accommodation.

12:01 Noon—Week Days—Byrd St. Through.

12:01 Noon—Week Days—Byrd St. Wash
Insten Accommodation.

6:00 P. M.—Week Days—Byrd St. Wash
Insten Accommodation.

6:10 P. M.—Week Days—Byrd St.

6:10 P. M.—Week Days—Byrd St.

7:01 P. M.—Week Days—Byrd St.

8:10 P. M.—Week Days—Byrd St.

8:10 P. M.—Daily—Main St. Through.

10:10 P. M.—Daily—Main St. Through.

10:10 Accommodation.

10:10 P. M.—Daily—Byrd St. Through.

10:10 P. M.—Daily—Byrd St. Through.

10:10 Accommodation.

10:10 P. M.—Daily—Byrd St. Through.

TRAINS ARRIVE RICHMOND—SOUTH-WARD.

6:30 A. M.—Week Days—Eiba. Ashiand Accommedation.

7:50 A. M.—Daily—Byrd St. Through.

8:25 A. M.—Week Days—Byrd St. Washing10:35 A. M.—Week Days—Eiba. Washing10:35 A. M.—Sunday only—Eiba. Washing10:40 A. M.—Week Days—Eiba. Avhiand Accommedation.

10:20 P. M.—Daily—Main St. Through.

3:45 P. M.—Daily—Byrd St. Through.

"Washington-Exposition Special."

5:40 P. M.—Week Days—Eiba. Ashiand Accommedation.

7:15 P. M.—Daily—Byrd St. Through.

9:00 P. M.—Daily—Byrd St. Through.

9:00 P. M.—Daily—Byrd St. Through.

9:00 P. M.—Daily—Byrd St. Through.

on all above trains, except dations.
All trains to and from Byrd Street Statica stop at Elba.
Time of arrival and departures and commercians not guaranteed.
W. P. TAYLOR. ctions not guaranteed.
W. CULP, W. P. TAYLOR,
Gen'i Supt. Traf. Mgr.

Southern Railway.

TRAINS LEAVE RICHMOND. B.—Following schedule figures pub-only as information, and are not

lished only as information, and are not guarantsed.

7:00 A. M.—Dally—Local for Charlotte, connecting at Keysville for Charlotte, connecting at Keysville for Charlotte, and Clarksville.

11:15 A. M.—Dally—Limited — Buffet Pulliman to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga, and all the South. Through coach for Chase City, Oxford, Durham and Raleigh.

6:00 P. M.—Ex Sunday—Keysville Local.

11:30 P. M.—Dally—Limited Pullman ready 9:30 P. M., for all the South.

YORK RIVER LINE.

4:30 P. M.—Ex Sunday—Limited—To West Point—Connecting for Baltimore.

2:15 P. M.—Ex Sundays. Local to West Point.

TRAINS ABBIVE BULLWOND.

Point—Connecting for Baltimore.

2115 P. M.—Ex. Sundays.

4145 A. M.—Ex. Sundays. Local to West
Point.

5155 R. M., 8:40 P. M.—From all the South.

4110 P. M.—From Charlotte, Relieign, Durham, Chase City and local stations.

8:40 A. M.—From Keysville—Local.

9:20 A. M.—From Baltimore and West
Point.

9:20 A. M.—From
10:45 A. M., 5:15 P. M.—Local from West
Point.
Point.

Life Insurance Co. of Virginia Chesapeake & Ohio Railway.

TRAINS LEAVE RICHMOND, MAIN STREET STATION, EASTBOUND. STRAINS LEAVE RICHMOND, MAIN
STREET STATION, EASTBOUND.

5:00 A. M. Seat daily trains to Newport
9:00 A. M. News, Old Point, Norfolk and
4:00 P. M. Seposition, All trains carry
1:07 A. M. Doully. Locals to Newport
1:07 A. M. Nowlly. Locals to Newport
WESTBOUND—MAIN LINE.
2:00 P.M. Chicago and St. Louis. Through
11:00 P.M. Chicago and St. Louis. Through
11:00 P.M. Chicago and St. Louis. Through
1:00 P. M.—Week Days—Hinton, Daily—
Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville,—Charlottesville

From the East-9:40 A. M., 11:45 A. M., 10:30 P. M., 7:00 P. M., 8:00 P. M., 10:30

Atlantic Coast Line

EFFECTIVE OCTOBER 27, 1907.
TRAINS LEAVE RICHMOND DAILY
For Florida and South: 8:15 A. M. 7 P. M.
Tor Norfolk: 6:00 A. M., 9:00 A. M.,
Tor Norfolk: 6:00 A. M., 9:00 A. M.,
190 P. M. and 7:25 P. M.
For N. & W. Ry. West: 9:00 A. M., 12:16
and 9:00 P. M.
For Petersburg: 6:00 and 9:00 A. M.,
12:10, 3:00 *3:22 P. M., 8:00, 9:00 P. M.,
7:25 and 11:30 P. M.
For Goldsboro and Fayetteville: *3:24
P. M.

N条WNorfolk&Western

9:00 P. M. daily.
ARRIVE RICHMOND. From Nortolk,
11:30 A. M., 8:50 P. M. and 10:40 P. M.,
daily. From the West, 7:40 A. M., 2:05 P.
M. and 8:50 P. M.
Pullman Parlor and Sleeping Cars. Cafe
Dibing Cars.
W. B. BEVILL,
V. Gen. Pas. Agent.
Dis. Pas. Agent.
Dis. Pas. Agent.

Seaboard Air Line Railway.

SCUTHEOUND TRAINS SCHEDULED TO LEAVE RICHMOND DAILY, 9:35 A. M.—Local to Norlina, Raleigh, Cnarlotte, Wilmington, 12:30 P. M.—Sleepers and coaches, Atlanta, Birmingham, Savannah, Jacksonville and Florida points, 9:25 P. M.—Sleepers and coaches, Atlanta, 9:12 P. M.—Sleepers and coaches, Atlanta, 9:12 P. M.—Sleepers and coaches, Atlanta, Ville and Southwest, NorthBound Trains Scheduled To Arrive Richmond Daily, 6:50 A. M., 6:35 P. M., 7:05 P. M.

Richmond and Petersburg Electric Railway Cars leave corner of Seventh and Perry Streets, Manchester, every hour (on the hour) from 6 A. M. to 10 J. M. 11 P. M. cars to the hour of the hour of

Chesapeake Bay Railway Co

ELECTRIC TRAINS TO ASHLAND. (Schedule Effective October 28, 1907. Subject to Change Without Notice.)

NORTHBOUND-DAILY. A. M. P. M. P. M. P. M.

ELECTRIC TRAINS TO RICHMOND.

SOUTHBOUND-DAILY. A. M. A. M. 7,00 8,00 7,05 8,05 7,15 8,15 7,21 8,25 7,34 8,34 7,40 8,40